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(54) **Vehicle door**

Fahrzeuggestür

Porte de véhicule

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## Description

[0001] The present invention relates to a vehicle door as disclosed in DE 19509282 A, comprising an outer door panel, an inner door panel formed with an aperture and a plastic panel to which functional devices of the vehicle door and door parts are mounted and which is installed to the inner door panel to cover up the aperture of the inner door panel with an intention to provide a lightweight vehicle door-which needs a decreased number of parts and is easy to assemble, and a process of assembling the vehicle door.

[0002] Typically, vehicle doors are made up of a door panel assembly comprising a steel inner door panel and a steel outer door panel to which various functional parts and devices of door, such as a window regulator and a door lock/unlock mechanism, are directly installed. In such a vehicle door, because it is necessary to install various functional devices and associated parts in a space formed between the outer and inner door panels, the vehicle door is hard to be light in weight in addition to poor suitability for assembling work of the plastic panel and a necessity of a large number of parts.

[0003] In an attempt to solve the aforementioned drawbacks, there has been proposed a vehicle door which comprises an outer door panel made of a steel sheet, an inner door panel made up of a metal main panel and a plastic auxiliary panel formed as one piece. The outer door panel has an outer door wall formed as a part integral with an inner frame defining a large aperture in which the inner door panel is fitted. Various functional devices and associated parts of door are assembled to the inner door panel before fitting the inner door panel to the outer door panel. One of such vehicle doors is known from, for example, Japanese Unexamined Patent Publication No.9 -156374.

[0004] In the case where the plastic auxiliary panel is separately prepared, the inner door panel can be unrestrictedly provided with various intricate shapes. As a result, since various fitting members such as clips are unnecessary to assembling the functional parts and devices of door and, in addition, the functional parts and devices of door are allowed to be disposed at various locations, a significant effect is produced in terms of increasing the degree of freedom for laying out internal constituent parts in the inside of the vehicle door. On the other hand, the vehicle door thus structured is hard to provide the passenger with reliable protection against a side crash.

[0005] It is therefore an object of the present invention to provide a vehicle door comprising outer and inner door panels and an intermediate plastic door panel, in the following called plastic panel or plastic mounting panel, attached to the inner door panel so as to close an aperture of the inner door panel, which has a high passenger protection feature against a side crash in addition to providing lightness and high suitability for assembling work.

[0006] It is another object of the present invention to provide a vehicle door which is provided with an impact absorbing member formed as a part integral with a plastic panel so as to absorb an impact from the plastic panel for protection of a passenger upon an occurrence of a side crash of a vehicle.

[0007] It is another object of the present invention to provide a vehicle door provided with an impact absorbing member which is disposed in position laterally corresponding to the waist of a passenger sitting on a seat so as to force the passenger's waist toward the opposite side for reliable safety of a passenger upon an occurrence of a side crash of a vehicle.

[0008] It is still another object of the present invention to provide a vehicle door provided with an impact absorbing member which projects toward at least a door panel from the plastic panel so as to certainly receive energy of an impact to the plastic panel and to provide its own displacement toward a passenger compartment, thereby ensuring safety of a passenger upon an occurrence of a side crash of a vehicle.

[0009] It is a further object of the present invention to provide a vehicle door having a lattice structure comprising a plurality of ribs which is easily adjustable in intervals between adjacent ribs and thickness of the rib so as to control structural stiffness and impact characteristics.

[0010] The aforesaid objects of the present invention are achieved by a vehicle door comprising an outer door panel disposed on a far side from a passenger compartment of a vehicle, an inner door panel formed with an aperture and disposed on a near side to the passenger compartment; a plastic panel to which functional devices of the vehicle door and door parts are mounted, the plastic panel being installed to the inner door panel to cover up the aperture of the inner door panel; and an impact absorbing member secured to the plastic panel so as to absorb an impact against the vehicle door upon an occurrence of a side crash.

[0011] The plastic panel having the impact absorbing member as a part fixedly secured thereto provides a simple structure for protection of a passenger upon occurrence of a side crash of the vehicle while improving suitability for assembling work of the vehicle door and realizing lightness of the vehicle door. In particular, as the impact absorbing member is formed as a part integral with the plastic panel, it is unnecessary to provide an aperture in the plastic panel for installing the impact absorbing member to the plastic panel with an effect of providing the vehicle door with a necessary and sufficient space for impact absorption while the number of parts of the vehicle door and the man-hour in assembling the vehicle door are considerably reduced.

[0012] The impact absorbing member is disposed in position corresponding laterally to a waist of a passenger sitting on a seat of the passenger compartment of the vehicle. This arrangement of the impact absorbing member forces the passenger's waist toward an oppo-

site side so as thereby to protect the passenger from injury upon an occurrence of a side crash of the vehicle.

[0013] The impact absorbing member projects toward at least the outer door panel from the plastic panel. The projection of the impact absorbing member certainly receives energy of an impact to the plastic panel so as to shift the passenger compartment. This provides reliable safety of a passenger upon an occurrence of a side crash of the vehicle.

[0014] The impact absorbing member has a lattice structure comprising a plurality of ribs. The impact absorbing member in the form of lattice structure comprising ribs can be provided with intended impact characteristics by controlling intervals between adjacent ribs and thickness of the rib. The lattice structure provides the plastic panel with increased structural rigidity, so as to improve the function of holding various functional devices and door parts on the plastic panel.

[0015] The above and other objects and features of the present invention will be clearly understood from the following description with respect to the preferred embodiments thereof when considered by way of example in conjunction with the accompanying drawings, in which:

Figure 1 is an exploded view of a vehicle door in accordance with a preferred embodiment of the present invention;

Figure 2 is a front view of a plastic mounting panel as viewed from a passenger compartment;

Figure 3 is a rear view of the plastic mounting panel as viewed from the outside of the passenger compartment;

Figure 4 is a longitudinal-sectional view of a central part of a completed vehicle door,

Figure 5 is an exploded view of a window glass regulator rail of a window regulator;

Figure 6 is a longitudinal-sectional view of a rear lower part of the door panel

Figure 7 is a perspective view of a crash pad;

Figure 8 is a sectional view of another crash pad;

Figure 10 is an exploded view of a structure for installing an interior door handle to the plastic mounting panel;

Figure 11 is a cross-sectional view showing a linkage structure between an interior door handle and handle linking cable;

Figure 12 is a perspective view of a door latch unit cover;

Figure 13 is a cross-sectional view of a structure surrounding the door latch unit;

Figure 14 is a cross-sectional view of another structure surrounding the door latch unit;

Figure 15 is a perspective view of a reinforcement plate;

Figure 16 is an explanatory view showing a steps of installing the plastic mounting panel to the inner door panel;

Figure 17 is a cross-sectional view of window glass guide;

Figure 18 is a cross-sectional view showing a speaker mounting structure;

Figure 19 is a perspective view showing a harness fitting structure;

Figure 20 is a perspective view showing a cable fitting structure;

Figure 21 is a cross-sectional view of the plastic panel with a cover for an exterior door handle access opening left joined;

Figure 22 is a cross-sectional view of the plastic panel with a cover for a window glass access opening left joined;

Figure 23 is a cross-sectional view of the cover fitted in the exterior door handle access opening; and

Figure 24 is a cross-sectional view of the cover fitted in the window glass access opening.

[0016] Although the following description is directed to a front door of a vehicle by way of example, the present invention is applicable to a rear door and a back door with the same effects.

[0017] Referring to the drawings in detail, and, in particular, to Figures 1 to 3 showing a front door of a vehicle (which will be referred to as a vehicle door for simplicity) in accordance with a preferred embodiment of the present invention, the vehicle door is made up of a door panel sub-assembly D comprising a steel inner door panel D1 disposed on a side far from a passenger compartment of the vehicle, a steel outer door panel D2 disposed on a side near to the passenger compartment, a steel window sash D3, a plastic mounting panel P, and a trim unit T which forms a side wall of a passenger compartment. The window sash D3, which is shaped such as to have a front part inclined rearward as viewed from the front of the vehicle, receives a window glass W therein. The door panel sub-assembly D at its front end is provided upper and lower hinges 1 and 2. The inner door panel D1 has a generally rectangular aperture 3 formed below a belt line and has a front top corner D1a uncut. An upper mounting panel Portion D1b above the belt line and integral with the uncut part D1a provides the inner door panel D1 with structural rigidity at least necessary for an inner panel. The inner door panel D1 is formed with a plurality of holes 4 arranged around the aperture 3 for fastening clips and set screws (not shown) for attaching the plastic mounting panel P and the trim unit T to the door panel sub-assembly D.

[0018] The door panel sub-assembly D is equipped with an impact bar 6 extending in a lengthwise direction of the vehicle between the inner door panel D1 and the outer door panel D2 in order to provide the door panel sub-assembly D with increased rigidity against side impact thereon. The outer door panel D2 is provided with an exterior door handle 7 at its rear top corner thereof. The plastic mounting panel P has an overall shape in almost conformity to the aperture 3 of the inner door

panel D1. The plastic mounting panel P is formed with a plurality of holes 11 arranged along the peripheral margin so as to correspond in position to the holes 4 of the inner door panel D1. Further, the plastic mounting panel P at its center portion is formed with an opening 12 for an access to the inside of the door panel sub-assembly D for installing the window glass W to a window regulator R. The plastic mounting panel P at its rear top corner is formed with an opening 13 for an access to the inside of the door panel sub-assembly D for connecting a wire cable and its associated parts to the exterior door handle 7. The plastic mounting panel P is further formed with a speaker mount 14, a pocket 15 and an inner side crash pad 16 operative to absorb an impact, all of which are arranged in the lengthwise direction at a lower portion of the plastic plate P and project toward the passenger compartment, and a bracket 17 positioned at a center thereof. The trim unit T is fixed to the plastic mounting panel P, and hence the door panel sub-assembly D, through the bracket 17.

[0019] As shown in detail in Figure 3 showing an appearance of the plastic mounting panel P as viewed from the outside of the passenger compartment, the plastic mounting panel P is formed and provided with various constituent parts including at least a window glass guide rail 18, a rubber sealing member 19, and access opening covers 22 and 23. Specifically, the window glass guide rail 18 is attached to a front portion of the plastic mounting panel P so as to guide up and down movement of the window glass W. The sealing member 19, which is made of, for example, waterproof rubber strip, attached to the plastic mounting panel P so as to extend along the periphery except an upper side of the plastic mounting panel P. The access opening cover 22 is formed as an appendant part to the plastic mounting panel P at a front upper cutaway corner so as to be easily separated from the plastic mounting panel P by breaking away joints 20 after it has been attached to the plastic mounting panel P to cover up the access opening 13. Similarly, the access opening cover 23 is formed as an appendant part to the plastic mounting panel P at the front upper cutaway corner so as to be easily separated from the plastic mounting panel P by breaking away joints 21 after it has been attached to the plastic mounting panel P to cover up the access opening 12. The access opening cover 22 is formed with an impact absorbing lattice structure comprising ribs 22a and installed to the plastic mounting panel P so as to close the access opening 13. The impact absorbing lattice structure functions as an impact absorber corresponding in position to a shoulder of the passenger sitting on a seat in the passenger compartment.

[0020] As shown in Figures 1 to 3, the plastic mounting panel P is additionally provided with various functional parts and devices including at least an interior door handle 30, a handle linking cables 31, a motor R1 of the window regulator R and a front speaker 32 which are at the inner side of the plastic mounting panel P as

viewed from the passenger compartment, and a guide rail R2, a drum pulley R3 and a cable R4 forming parts of the window regulator R and a door lock/unlock mechanism provided in a form of door latch unit 33 (schematically depicted in Figure 2) which are at the outer side of the plastic mounting panel P as viewed from the passenger compartment. These functional parts and devices are attached to the plastic mounting panel P before the plastic mounting panel P is installed to the door panel sub-assembly D. Specifically, the interior door handle 30 is installed to an upper portion of the inner side of the plastic mounting panel P as viewed from the passenger compartment. The handle cable 31 extends from the interior door handle 30 and the door latch unit 33. The motor R1 is installed to the center portion of the plastic mounting panel P. The front speaker 32, which forms a part of an audio system, is mounted to the speaker mount 14. The guide rail R2, the drum pulley R3 and the cable R4 are mounted to the center portion of the plastic mounting panel P. The door latch unit 33, which is engaged by a body striker (not shown), is mounted to a rear portion of the plastic mounting panel P. The plastic mounting panel P is additionally provided with harnesses H for supplying electric power to various electric constituent parts. The harnesses extend passing through a center hole 34, front half portions thereof extending on the outer side of the plastic mounting panel P as depicted by a solid line in Figure 3 and rear half portions thereof extending on the inner side of the plastic mounting panel P as depicted by solid line in Figure 2.

[0021] As seen in Figure 1, the trim unit T is installed to the door panel sub-assembly D after the plastic mounting panel P is installed so as to form a side wall of the passenger compartment. The trim unit T is formed and provided with various parts and devices including a switch unit 40 having a plurality of switches for actuating at least a power-driven window regulator and a power-driven door latch mechanism, an assist grip 41 and an arm rest 42 extending behind the switch unit 40. In addition, a speaker cover 43 and a pocket wall 44 are formed as appendant parts to the trim unit T. The speaker cover 43 is fitted on the speaker mount 14 so as to cover the front speaker 32. The pocket wall 44 closes one side of the pocket 15 facing the passenger compartment.

[0022] The window glass W is installed to the door panel sub-assembly D after the plastic mounting panel P is installed. Specifically, the window glass W is inserted into the door panel sub-assembly D, i.e., between the inner door panel D1 and the outer door panel D2, from the side of the window sash D3, and then, installed to the window regulator R on the plastic mounting panel P.

[0023] Details of the respective parts and devices of the vehicle door will be described below in conjunction with Figures 4 through 24.

[0024] Figure 4 shows a completed vehicle door in longitudinal-section along a vertical center line thereof. In an interior space of the door panel sub-assembly D

formed between the inner door panel D1 and the outer door panel D2 there is disposed the guide rail R2 of the window regulator R installed to the plastic mounting panel P such as to extend in a direction of height of the vehicle. The window glass W is located on the outer side of the guide rail R2 so as to be guided by the guide rail R2. The impact bar 6 is disposed on the outer side of the window glass W such as to extend in the lengthwise direction. In order to provide the passenger compartment with reliable watertightness, the waterproof sealing strips 19 are firmly caught between the plastic mounting panel P and the inner door panel D1, specifically the upper mounting panel Portion D1b and a lower mounting panel Portion D1c below the aperture 3 of the inner door panel D1, respectively, so as to block the aperture 3. The guide rail R2 is supported from the outer side thereof by the a fixing rib 45, a fixing boss 46 and an engaging boss 47 fixedly attached to or formed as a part integral with the plastic mounting panel P and is installed to the plastic mounting panel P through a fixing bolt 50 at an upper extreme end and a L-shaped tongue 51 at a lower extreme end thereof. The trim unit T is inserted at its upper end Ta between the upper mounting panel Portion D1b of the inner door panel D1 and the window glass W and is fixed at its lower end Tb to the lower mounting panel Portion D1c of the inner door panel D1 so as thereby to be installed to the door panel sub-assembly D and to cover the plastic mounting panel P. The pocket wall 44 is formed as a part integral with the trim unit T and forms an inner side wall of the pocket 15 when the trim unit T is installed to the door panel sub-assembly D so as thereby to complete a box-shaped pocket 53 for small articles.

[0025] As shown in Figure 5, in the installing process of installing the guide rail R2 of the window regulator R to the plastic mounting panel P, after temporarily keeping the guide rail R2 in position relative to the plastic mounting panel P first by inserting the L-shaped tongue 51 of the guide rail R2 into a slot 47a of the engagement boss 47, positioning and engaging head pins 46a extending from the fixing bosses 46 are engaged within slot-shaped holes R2a formed in the guide rail R2, respectively. Finally, the fixing bolt 50 is passed through one of the holes R2b and fastened into one of the fixing bosses 46 so as thereby to firmly fix the guide rail R2 to the plastic mounting panel P. In this manner, the assembling work of the guide rail R2 is made easy.

[0026] Figures 6 and 7 show a rear lower part of the completed vehicle door in longitudinal-section. As shown, the side crash pad 16, which is formed as a part integral with the plastic mounting panel P for absorbing an impact of a lateral impact against the plastic mounting panel P, projects in a direction from the exterior to the interior of the vehicle such that it extends at least toward the window glass W from the main section of the plastic mounting panel P on the side of the outer door panel D2 and toward the trim unit T on the side of the passenger compartment. The side crash pad 16 has an

impact absorbing lattice structure comprising a plurality of lengthwise and breadthwise ribs 60 arranged so as to form cells open at their outer ends. The side crash pad 16 is formed in a position corresponding to the waist of a passenger sitting on a seat (not shown). This side crash pad 16 cooperates with an outer subsidiary side crash pad 61 attached to the outer door panel D2 so as to receive a lateral impact from the outer door panel D2 through the subsidiary side crash pad 61 upon an occurrence of a side crash. When the side crash pad 16 receives a lateral impact due to a side crash, it transmits a lateral deformation of the vehicle door to the waist of the passenger, so as thereby to force the waist of the passenger away from the vehicle door. This protects the passenger from receiving a blow from the vehicle door.

[0027] That is, upon an occurrence of a side crash, the outer door panel D2 is deformed toward the passenger compartment. This is accompanied by displacement of the subsidiary side crash pad 61 installed to the outer door panel D2. The impact from the subsidiary side crash pad 61 is certainly received by the side crash pad 16 extending toward the outer door panel D2 in an early stage of a side crash. As a result, the side crash pad 16 shifts toward the waist of the passenger sitting on a seat in the passenger compartment and forces the passenger's waist toward the opposite side, so as to protect the passenger from the impact of a side crash.

[0028] As shown in Figure 8, the plastic mounting panel P may be additionally provided with a fragile structure 9 comprising grooves 8 formed so as to surround entirely, or partly, a root of the side crash pad 16. When the side crash pad 16 receives an impact from the subsidiary side crash pad 61 upon an occurrence of a side crash, the fragile structure 9 breaks off along the grooves 8, so that the side crash pad 16 moves quickly into the passenger compartment, forcing the waist of the passenger away from the door panel in an early stage of the side crash. Therefore, the side crash pad 16 provided with the fragile structure 9 provides the vehicle with an improved protection performance for the passenger.

[0029] Figure 10 is the interior door handle 30 which is exploded for the purpose of explaining a step of installing the interior door handle 30 to the plastic mounting panel P. As shown, the interior door handle 30 is directly secured to a base block 62 formed as a part integral with the plastic mounting panel P without employing separately provided parts. The interior door handle 30 comprises a door lock knob 30a and a door release or unlock knob 30b (see Figure 11). These knobs 30a and 30b are put between upper and lower brackets 63 and 64 extending from the base block 62 of the plastic mounting panel P as depicted by a double-dotted line so as to turn about a vertical axis in opposite directions. The door lock knob 30a has a coupling arm 65 as a part integral therewith and formed with a coupling hole 65a in which a bent end 31c of a cable rod 31a of the handle linking cable 31 is fitted. Similarly, the door unlock knob

30b has a coupling arm 66 as a part integral therewith and formed with a coupling hole 66a in which a bent end 31d of a cable rod 31b of the handle linking cable 31 is fitted. The base block 62 is formed with an intermediate partition 67 extending in parallel to and between the upper and lower brackets 63 and 64.

[0030] As depicted in detail in Figure 11, the handle linking cable 31 is coupled to the interior door handle 30 installed to the base block 62 of the plastic mounting panel P. The handle linking cable 31 comprises the cable rods 31a and 31b and cylindrical protection sheaths (which are called outer tubes) 31A and 31B. The cable rod 31a at its extreme end 31c is bent at approximately a right angle and fitted in the coupling hole 65a of the coupling arm 65. The cable rod 31b at its extreme end 31d is bent at approximately a right angle and fitted in the coupling hole 66ab of the coupling arm 66. In the step of coupling the handle linking cable 31 to the interior door handle 31, namely the door lock knob 30a and the door unlock knob 30b, the extreme bent ends 31c and 31d of the respective cable rods 31a and 31b are fitted in the coupling holes 65a and 66a of the coupling arms 65 and 66, respectively, first. Then, the interior door handle is put and pivotally mounted between the upper bracket 63 and the lower bracket 64 so as to locate the coupling arm 65 of the door lock knob 30a between the upper bracket 63 and the intermediate partition 67 and the coupling arm 66 of the door unlock knob 30b between the intermediate partition 67 and the lower bracket 64. The handle linking cable coupling structure makes the upper bracket 63 function as a stopper for preventing the cable rod 31a from slipping off from the coupling arm 65 of the door lock knob 30a. Similarly, the handle linking cable coupling structure makes the intermediate partition 67 function as a stopper for preventing the cable rod 31b from slipping off from the coupling arm 66 of the door unlock knob 30b. The cable rod guide and protection sheaths 31A and 31B are fixedly supported by a bracket 67 of the plastic mounting panel P.

[0031] As described above, the handle linking cable coupling structure thus coupling the cable rod 31 to the interior door handle 30 provides reliable power transmission from the door lock knob 30a and the door unlock knob 30b to the door latch unit 33 for locking and unlocking the vehicle door, respectively.

[0032] Figure 12 shows a door latch unit cover 70 by which the door latch unit 33 is covered and protected. The door latch unit cover 70, which is made of a plastic as one piece and has an outer appearance in approximately conformity with an outer appearance of the door latch unit 33, is fixed to the plastic mounting panel P through fixing brackets 71 and 72 formed as parts integral with the plastic mounting panel P. The door latch unit cover 70 comprises four sections made up as one piece. Specifically, a cover section 73 is located at one of opposite sides of the door latch unit cover 70 to cover a cable rod of a handle linking cable 80 linking the ex-

terior door handle 7 and a cable rod of a cylinder linking cable 81 linking a key cylinder (not shown). A cover section 74 is located at another side of the door latch unit cover 70 to cover a cable rod 31a of the handle linking cable 31 linking the door lock knob 30a. A cover section 75 is located above the cover section 74 to cover a cable rod 31b of the handle linking cable 31 linking the door unlock knob 30b. A cover section 76 is located at lower end of the door latch unit cover 70 to cover a motor (not shown) of the power-driven door latch unit 33.

[0033] Figure 13 shows the door latch unit 33 and its associated parts covered by the door latch unit cover 70 in cross-section. The door latch unit 33 is secured by fasteners 82 to the plastic mounting panel P from the outer side on which the window glass W and the outer door panel D2 are located. The door latch unit cover 70 protects the door latch unit 33 from an access from the outside of the vehicle with an intention to run away with the vehicle. The handle linking cable 31 (see Figures 1 and 2) extending from the interior door handle 30 along the plastic mounting panel P passes through an hole formed as cable guide means in rear part of the plastic mounting panel P so as to extend to the door latch unit 33 passing through the cable guide hole 83 of the plastic mounting panel P. The cable guide hole 83 of the plastic mounting panel P is covered by the door latch unit cover 70. Because the most part of the handle linking cable 31 lays on the inner side of the plastic mounting panel P and because the handle linking cable 31 is linked with the door latch unit 33 within the door latch unit cover 70, the handle linking cable 31 is prevented from an access with an intention to run away with the vehicle. In other words, the handle linking cable 31 linking the door latch unit 33 extends from near the aperture 3 of the inner door panel D1 crossing the plastic mounting panel P through the cable guide hole 83 such that the handle linking cable 31 partly lies on the plastic mounting panel P on the side of the outer door panel D2 and covered by the door latch unit cover 70 together with the door latch unit 33 and partly lies on the plastic mounting plate P on the side of the passenger compartment.

[0034] Although the door latch unit cover 70 is prepared separately from the plastic mounting plate P and secured to the plastic mounting panel P in the above embodiment shown in Figure 13, it may be formed as a part integral with the plastic mounting plate P as one piece as shown in Figure 14. A generally L-shaped reinforcement 90 is welded, or otherwise secured, to the inner door panel D1 at a location where the door latch unit 33 is mounted through a fixed bolt at the rear end of the inner door panel D1 in order to provide reliable fixing stiffness of the door latch unit 33 to the inner door panel D1.

[0035] Referring to Figure 15 showing the L-shaped reinforcement 90 in detail, the L-shaped reinforcement 90, which is made of a steel plate, is formed with a generally rectangular center opening 91 through which the body striker passes across when locking the vehicle

door and four bolt holes 92 around the rectangular opening 91 through which bolts are inserted and fastened to the inner door panel D1 in order to fix the door latch unit 33 to the inner door panel D1. The L-shaped reinforcement 90 at its lower end is additionally formed with a bottom rack 93 bent on the side of the door latch unit 33. While the door latch unit 33 itself is comparatively heavy, it is previously supported on the bottom rack 93 of the L-shaped reinforcement 90, so that the work of installing the plastic mounting panel P to the door panel sub-assembly D is made easy, as a result of which, a man-hour in assembling the front door is considerably reduced, while workability in installing the plastic mounting panel P to the door panel sub-assembly D is improved.

[0036] As shown in Figure 16, in order to install the plastic mounting panel P to the inner door panel D1, after installing the door latch unit 33, the handle linking cable 31, the door latch unit cover 70 and other functional parts of the vehicle door to the plastic mounting panel P beforehand, the plastic mounting panel P is installed and fixed to the inner door panel D1 so as to close the aperture 3 of the inner door panel D1. At this time, the door latch unit 33 is previously supported on the bottom rack 93 of the L-shaped reinforcement 90. This provides improvement of workability in installing the plastic mounting panel P to the door panel sub-assembly D.

[0037] Figure 17 shows the window glass guide rail 18 of the plastic mounting panel P in cross-section. While a window glass guide rail is conventionally provided separately from the inner door panel D1, however, in the vehicle door of the present invention, the window glass guide rail 18 is configured as a part integral with the plastic mounting panel P. This integrated configuration allows the window glass guide rail 18 to be easily completed by simply fitting a packing strip 18P in a groove 18a of the guide rail 18.

[0038] Figure 18 shows the front speaker 32 attached to the speaker mount 14 of the plastic mounting panel P in cross-section. The speaker mount 14 projects toward the passenger compartment. The front speaker 32 is fitted in an opening reinforced by a ring 100 of the speaker mount 14 and is firmly secured by, for example, fixing bolts (not shown) to the speaker mount 14. The speaker 32 at its back is provided with a coupler 102 to which a lead wire 101 extending the harness H is connected so as to receive audio signals. The plastic mounting panel P is formed with a splash guard 103 extending behind and above the front speaker 32 so as to prevent electric parts associated with the front speaker 32 from, for example, raindrops.

[0039] Figures 19 and 20 show anchor structures of the plastic mounting panel P for anchoring the harness H and the handle linking cable 31. As shown in Figure 19, the plastic mounting panel P is formed with a harness anchor 110 as a part integral therewith for anchoring the harness H. The harness anchor 110 comprises a pair of L-shaped anchor lugs 110a and 110b arranged

oppositely in vertical direction. In order to anchor the harness H, the harness H is positioned substantially vertically and put between the L-shaped anchor lugs 110a and 110b as shown by a double-dotted line in Figure 19.

5 Then, the harness H at opposite parts is bent in opposite directions as shown by arrows so as to bring the opposite parts into engagement with the L-shaped anchor lugs 110a and 110b, respectively. On the other hand, as shown in Figure 20, the plastic mounting panel P is formed with a cable anchor 111 as a part integral therewith for anchoring the handle linking cable 31. The cable anchor 111 comprises a generally J-shaped anchor lug 111a. In order to anchor the handle linking cable 31, the handle linking cable 31 is inserted between the plastic mounting panel P and the J-shaped anchor lug 111a from above and seat it on the bottom of the J-shaped anchor lug 111a. The anchor structure comprising the harness anchor 110 and the cable anchor 111 (see Figures 19 and 20) formed as parts integral with the plastic mounting panel P eliminates any necessity to use anchor clips which have been conventionally prepared separately from the plastic mounting panel P. Therefore, this anchor structure makes wiring work quite simple and easy.

15 [0040] Figures 21 and 22 show the access opening covers 22 and 23 before being separated from the plastic mounting panel P, respectively. As was previously described, the plastic mounting panel P is prepared as one piece having the access opening covers 22 and 23. The plastic plate P is installed to the door panel sub-assembly D with the access opening covers 22 and 23 left joined to the plastic mounting panel P. After having attached the plastic mounting panel P to the door panel sub-assembly D, the access opening cover 22 is separated from the plastic mounting panel P by breaking away the joints 22a and attached to the plastic mounting panel P in position to cover up the access opening 13 which provides an access to the exterior door handle 7 for connecting the handle linking cable 31 to the interior door handle 7. Similarly, after attaching the plastic panel to the door panel sub-assembly D, the access opening cover 23 is separated from the plastic mounting panel P by breaking away the joints 21 and attached to the plastic mounting panel P in position to cover up the access opening 12 which provides an access to the inside of the door panel sub-assembly D for installing the window glass W to the window regulator R. Specifically, as shown in Figure 21, the access opening cover 22 is formed as an appendant part joined to the plastic mounting panel P by breakable joints 20. The access cover 22 has an impact absorbing lattice structure comprising a plurality of ribs 22a extending in opposite directions and arranged in a lattice pattern. The access opening cover 22 is formed with a hook 22b extending toward the inner door panel D1 in conformity with the access opening 13 so as to surround the impact absorbing lattice structure. A rubber packing ring 22c is seated in an annular recess formed around the impact absorbing lattice structure be-

fore or after having separated the access opening cover 22 from the plastic mounting panel P and before attaching it to the plastic mounting panel P to cover up the access opening 13. As shown in Figure 22, the access opening cover 23 is formed as an appendant part joined to the plastic mounting panel P by breakable joints 21. The access cover 23 is formed with a hook 23b extending toward the inner door panel D1 in conformity with the access opening 12. A rubber packing ring 23c is seated in an annular recess formed around the hook 23b before or after having separated the access opening cover 23 from the plastic mounting panel P and before attaching it to the plastic mounting panel P to cover up the access opening 12.

[0041] Figures 23 and 24 show the access covers 22 and 23 are attached in position to cover up the access openings 13 and 12, respectively. As shown in Figure 23, the access opening cover 22 is forced toward the plastic mounting panel P so as to bend and fit the hook 22b into the access opening 13 from the side of the passenger compartment as indicated by arrows A. When the hook 22a passes across the periphery 13a of the access opening 13, the hook 22a bends back and engages with the periphery 13a of the access opening 13. In this manner, the access opening cover 22 is easily attached in position to the plastic mounting panel P and is prevented from coming off from the access opening 13. Similarly, as shown in Figure 24, the access opening cover 23 is forced toward the plastic mounting panel P so as to bend and fit the hook 23b into the access opening 12 from the side of the passenger compartment as indicated by arrows A. When the hook 23a passes across the periphery 12a of the access opening 12, the hook 23a bends back and engages with the periphery 12a of the access opening 12, so that the access opening cover 23 is easily attached in position to the plastic mounting panel P and is prevented from coming off from the access opening 12.

[0042] As fully described in detail above in connection with the preferred embodiment, the vehicle door the plastic mounting panel P of the vehicle door to which functional devices and associated parts are mounted and which is installed to an inner door panel D1 so as to close up an aperture 3 of the inner door panel P is provided with an impact absorbing member such as the inner side crash pad 16 which is formed as a part integral with the plastic mounting panel P as shown in Figures 6 to 8.

[0043] As the plastic mounting panel P to which functional devices of the vehicle door and door parts are mounted is provided with an impact absorbing member such as the side crash pad 16, the passenger protection against a side crash is realized by a simple structure while realizing a lightweight vehicle door and providing suitability for assembling work of the vehicle door. In particular, as the impact absorbing member (the side crash pad 16) is formed as a part integral with the plastic mounting panel P, it provides the vehicle door with light-

ness and high suitability for assembling work. This provides the vehicle door with a necessary and sufficient space for impact absorption through the side crash pad 16. Moreover, because the impact absorbing member (the side crash pad 16) is located so as to correspond in position to the waist of a passenger sitting on a seat, upon an occurrence of a side crash at one of right and left vehicle doors, the passenger is forced toward another vehicle door by the impact absorbing member, so as to improve passenger protection against a side crash. In addition, because the impact absorbing member (the side crash pad 16) has a lattice structure comprising ribs 60, it is easy to adjust stiffness of the impact absorbing member by controlling intervals between adjacent ribs and thickness of the rib. This makes it easy to determine impact characteristics of the impact absorbing member relative to impacts and, in addition, provides the plastic mounting panel P with increased structural rigidity, so as to improve the function of holding various functional devices and door parts thereon.

[0044] It is to be understood that although the present invention has been described with regard to a preferred embodiment thereof, various other embodiments and variants may occur to those skilled in the art, which are within the scope of the invention, and such other embodiments and variants are intended to be covered by the following claims.

### 30 Claims

1. A vehicle door for a vehicle comprising an outer door panel (D2) disposed on a far side from a passenger compartment of a vehicle, an inner door panel (D1) formed with an aperture (3) and disposed on a near side to the passenger compartment, an intermediate plastic door panel (P) to which functional devices (33,31) of the vehicle door and door parts are mounted, said intermediate plastic door panel (P) being installed to said inner door panel (D1) to cover up said aperture (3) of said inner door panel (D1), said intermediate plastic door panel being provided with an impact absorbing member (16) fixedly attached thereto so as to absorb an impact against the vehicle door upon an occurrence of a side crash, **characterized in that** said impact absorbing member (16) is formed as a part integral with said intermediate plastic door panel (P).
2. A vehicle door as defined in claim 1, wherein said impact absorbing member (16) is disposed in position corresponding laterally to a waist of a passenger sitting on a seat of the passenger compartment of the vehicle.
3. A vehicle door as defined in one of the preceding claims 1 or 2, wherein said impact absorbing member (16) extends toward at least said outer door

panel (D2) from said intermediate plastic door panel (P).

4. A vehicle door as defined in one of the preceding claims 1 to 3, wherein said impact absorbing member (16) has a lattice structure comprising a plurality ribs (60).
5. A vehicle door as defined in one of the preceding claims 1 to 4, wherein a subsidiary impact absorbing member (61) is further provided and secured to said outer door panel (D2) in position opposite the said impact absorbing member (16).

#### Patentansprüche

1. Fahrzeugtür für ein Fahrzeug umfassend ein äußeres Türpaneel (D2), welches auf der entfernt liegenden Seite eines Fahrgastraumes eines Fahrzeuges geordnet ist, ein inneres Türpaneel (D1), das mit einer Öffnung (3) ausgebildet ist und auf einer nahe liegenden Seite zu dem Fahrgastraum angeordnet ist, ein Zwischen-Türpaneel (P) aus Kunststoff, an dem funktionale Einrichtungen (33, 31) der Kraftfahrzeugtür und Türteile montiert sind, wobei das Zwischen-Türpaneel (P) aus Kunststoff an dem inneren Türpaneel (D1) installiert ist, um die Öffnung (3) des inneren Türpaneels (D1) abzudecken, wobei das Zwischen-Türpaneel aus Kunststoff mit einem einen Aufprall absorbierenden Teil versehen ist, der direkt daran befestigt ist, um einen Aufprall gegen die Fahrzeugtür beim Auftreten eines Seitenunfalls absorbieren, **dadurch gekennzeichnet, dass** der den Aufprall absorbierende Teil (16) als einstückiger Teil mit dem Zwischen-Türpaneel (P) aus Kunststoff ausgebildet ist.
2. Fahrzeugtür nach Anspruch 1, worin der den Aufprall absorbierende Teil (16) in einer Position angeordnet ist, die seitlich einer Hüfte eines Passagiers entspricht, der auf einen Sitz des Fahrgastraums des Fahrzeuges sitzt.
3. Fahrzeugtür nach einem der vorhergehenden Ansprüche 1 oder 2, worin der den Aufprall absorbierende Teil (16) sich wenigstens bis zu dem äußeren Türpaneel (D2) von dem Zwischen-Türpaneel (P) aus Kunststoff erstreckt.
4. Fahrzeugtür nach einem der vorhergehenden Ansprüche 1 bis 3, worin der den Aufprall absorbierende Teil (16) eine Gitterstruktur hat, die eine Vielzahl Rippen (60) aufweist.
5. Fahrzeugtür nach einem der vorhergehenden Ansprüche 1 bis 4, worin ein den Aufprall absorbierender Unter-Teil (61) des weiteren vorgesehen und an

dem äußeren Türpaneel (D2) in einer Position gegenüber dem ersten den Aufprall absorbierenden Teil 16 befestigt ist.

#### Revendications

1. Porte de véhicule pour un véhicule, comprenant un panneau de porte extérieur (D2) disposé du côté éloigné par rapport à la cabine de passager d'un véhicule, un panneau de porte intérieur (D1) formé avec une ouverture (3) et disposé du côté proche par rapport à la cabine de passager d'un véhicule, un panneau de porte intermédiaire en plastique (P) sur lequel sont montés des dispositifs fonctionnels (33, 31) de la porte de véhicule et des éléments de porte, ledit panneau de porte intermédiaire en plastique (P) étant monté sur ledit panneau de porte intérieur (D1) pour recouvrir ladite ouverture (3) dudit panneau de porte intérieur (D1), ledit panneau de porte intermédiaire en plastique étant prévu d'un membre absorbant des chocs (16) solidaire de celui-ci pour absorber un choc contre la porte de véhicule exécuté au cours d'une collision latérale, **caractérisée en ce que** ledit membre absorbant des chocs (16) constitue une partie intégrée dudit panneau de porte intermédiaire en plastique (P).
2. Porte de véhicule selon la revendication 1, dans laquelle ledit membre absorbant des chocs (16) est disposé en position correspondant latéralement à la hanche d'un passager assis sur un siège à l'intérieur du véhicule.
3. Porte de véhicule selon l'une quelconque des revendications 1 ou 2, dans laquelle ledit membre absorbant des chocs (16) s'étend vers au moins ledit panneau de porte extérieur (D2), à partir dudit panneau de porte intermédiaire en plastique (P).
4. Porte de véhicule selon l'une quelconque des revendications 1 à 3, dans laquelle ledit membre absorbant des chocs (16) présente une structure treillissée comprenant une pluralité de nervures (60).
5. Porte de véhicule selon l'une quelconque des revendications 1 à 4, dans laquelle est prévu en outre un membre auxiliaire absorbant des chocs (61) fixé audit panneau de porte extérieur (D2) en position opposée audit membre absorbant des chocs (16).

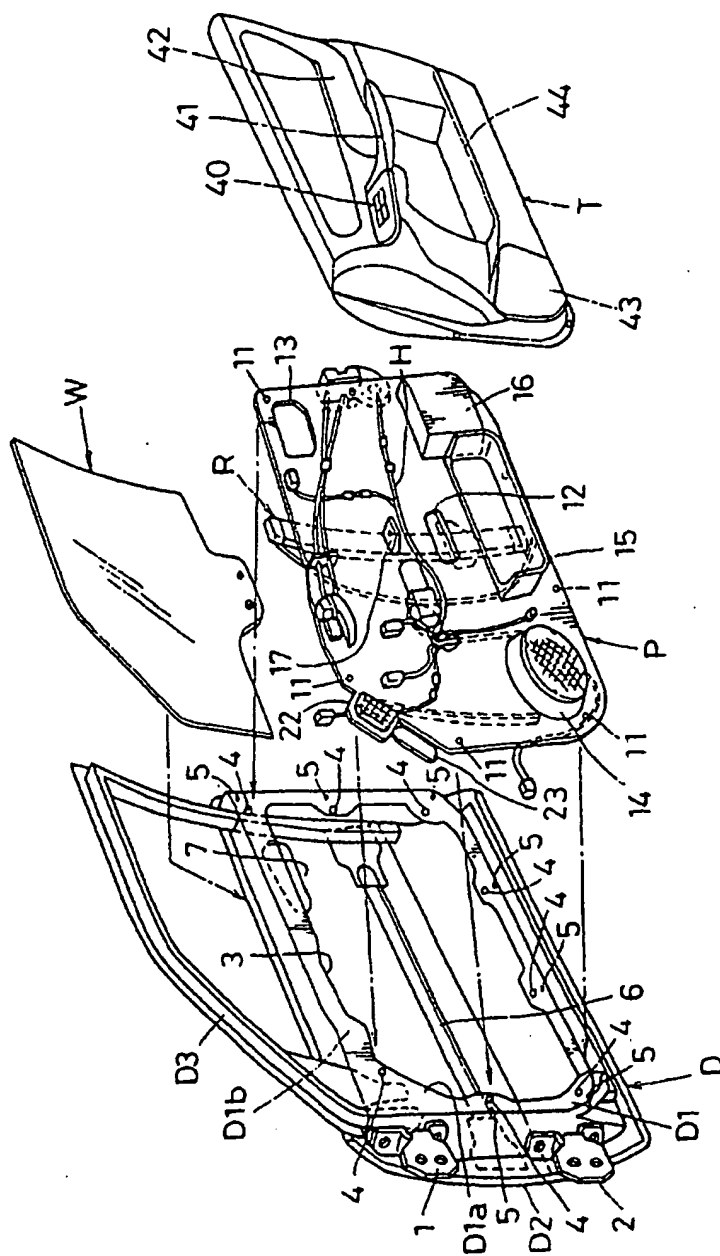


FIG. 1

FIG. 2

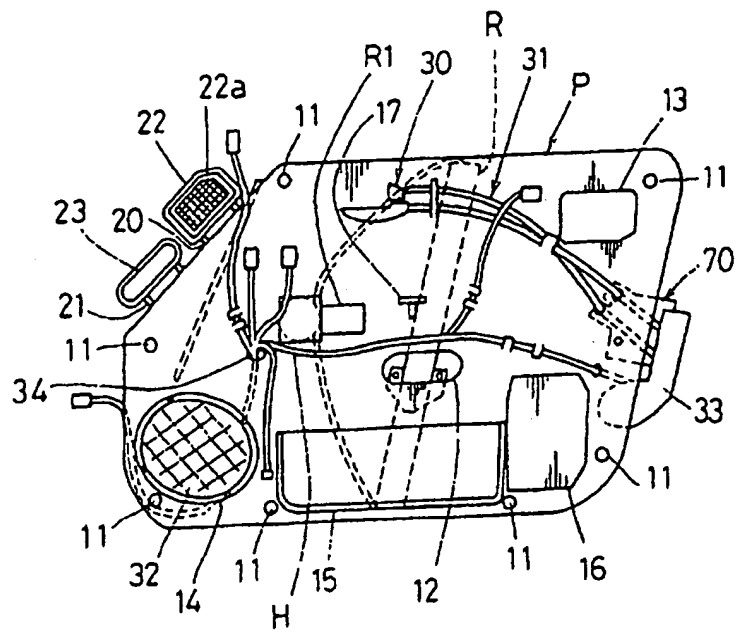


FIG. 3

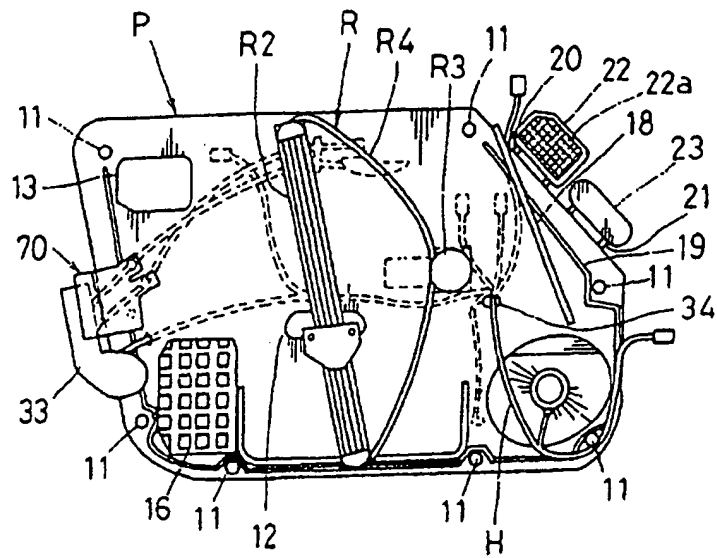


FIG. 4

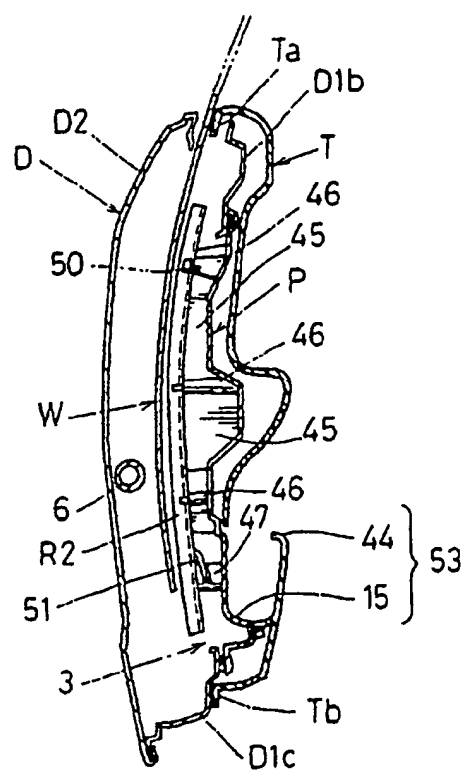


FIG. 5

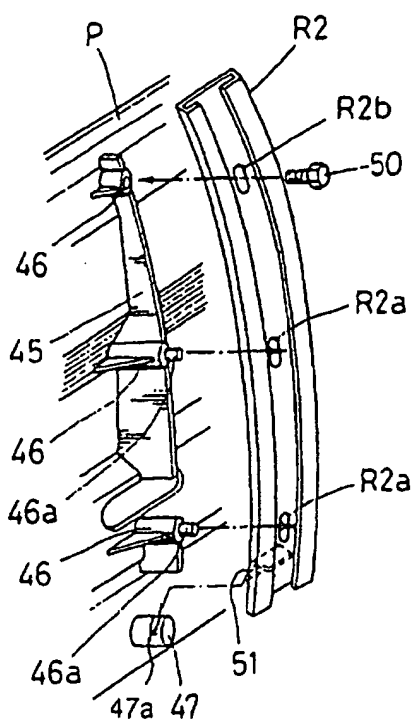


FIG. 6

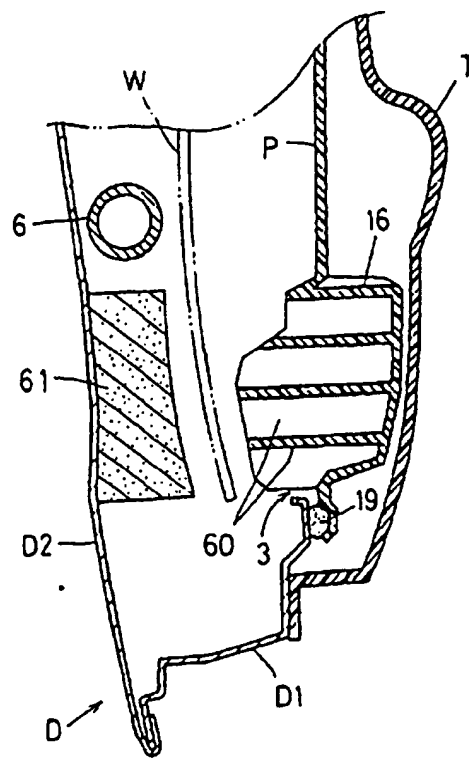


FIG. 7

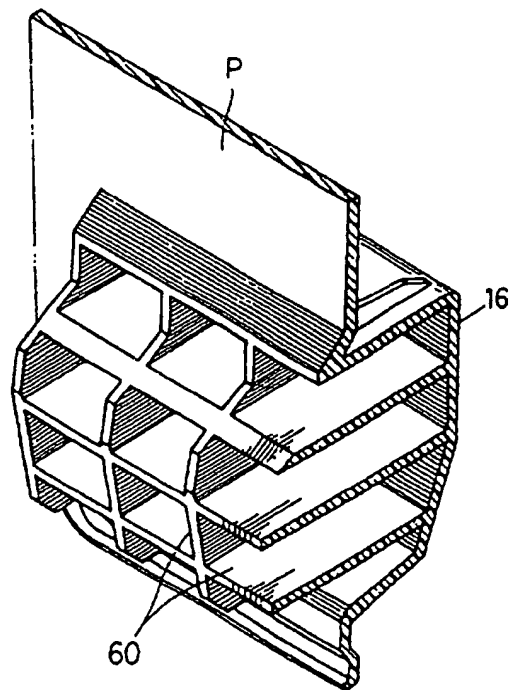


FIG. 8

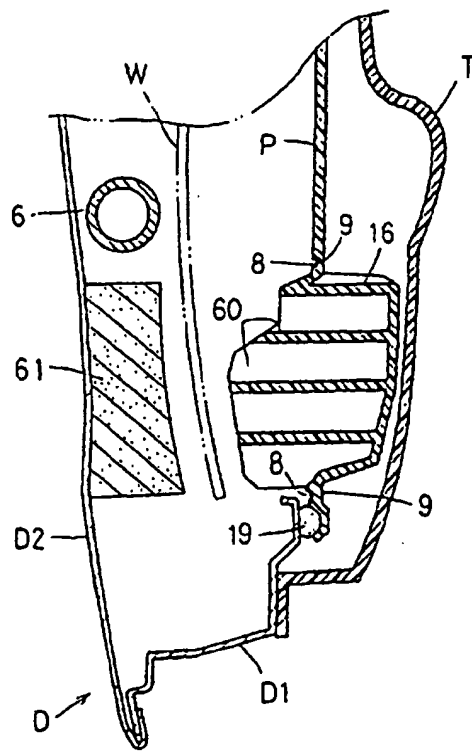


FIG. 10

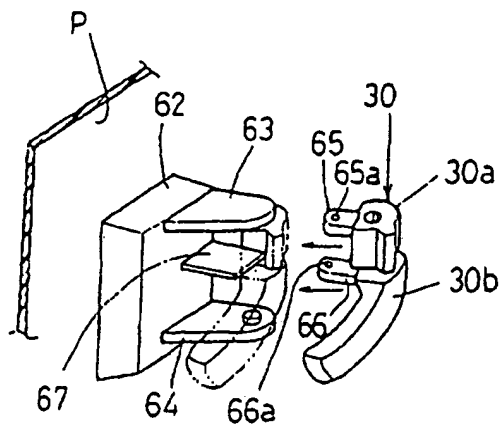


FIG. 11

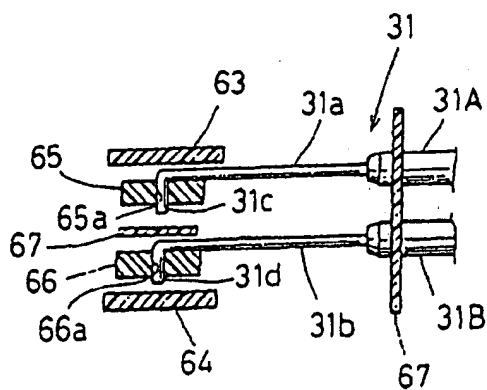


FIG. 12

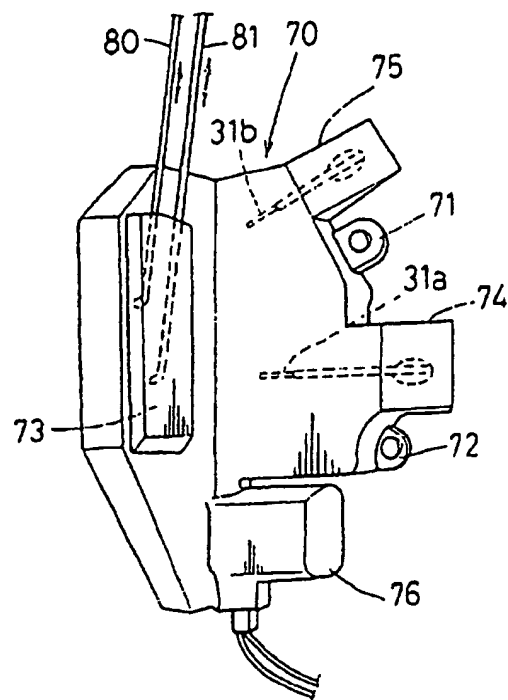


FIG. 13

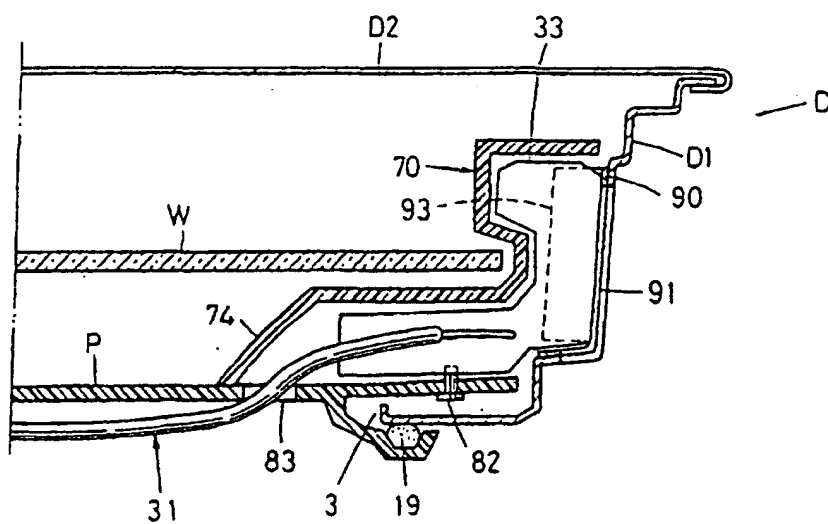


FIG. 14

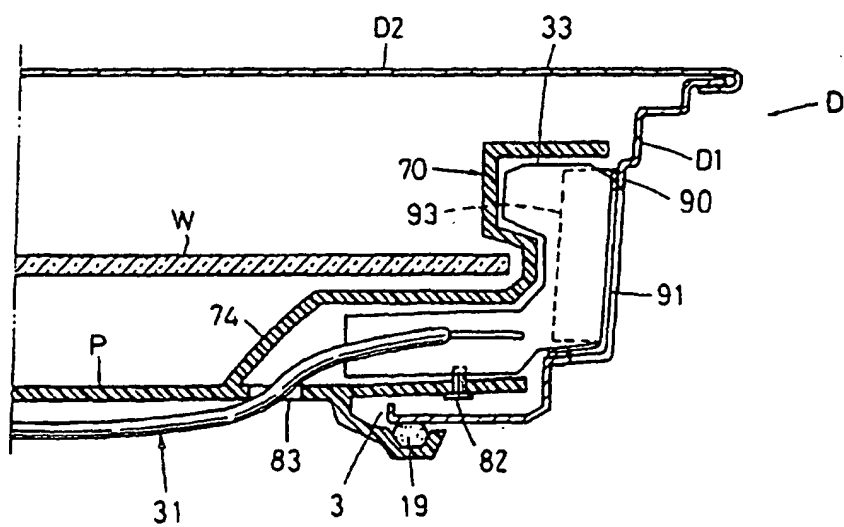


FIG. 15

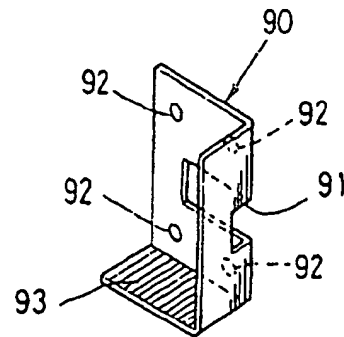


FIG. 17

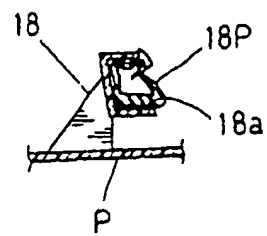


FIG. 18

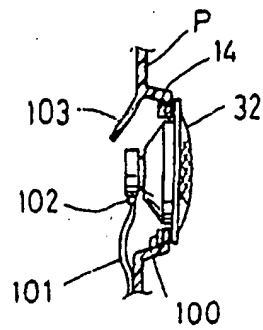


FIG. 16

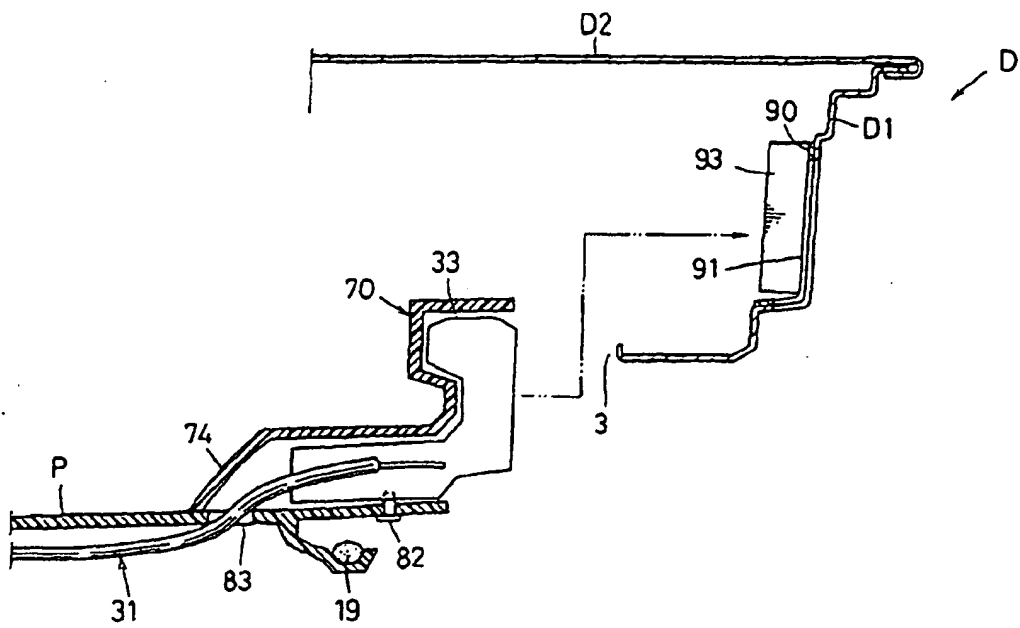


FIG. 19

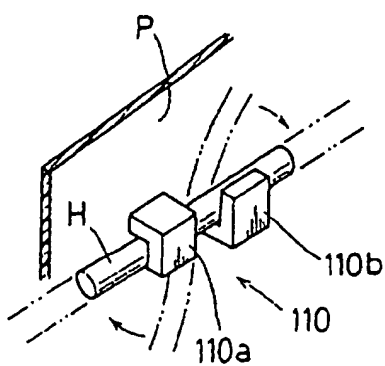


FIG. 20

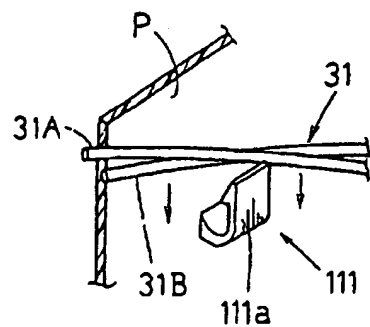


FIG. 21

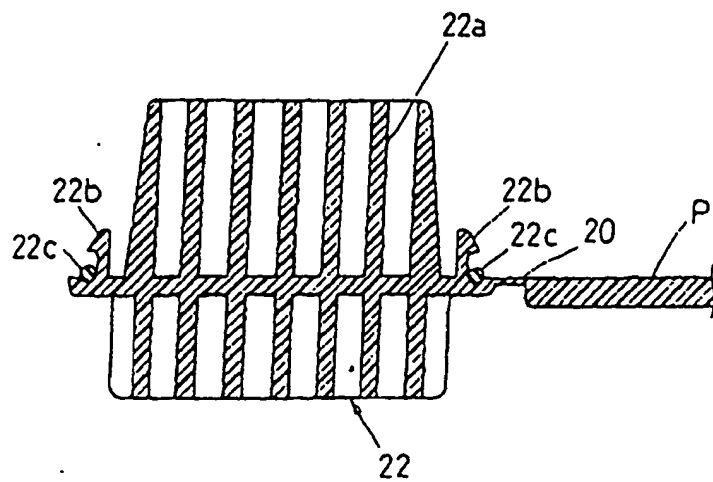


FIG. 22

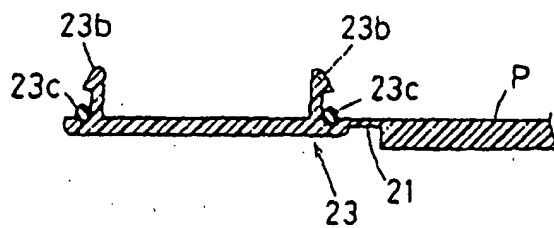


FIG. 23

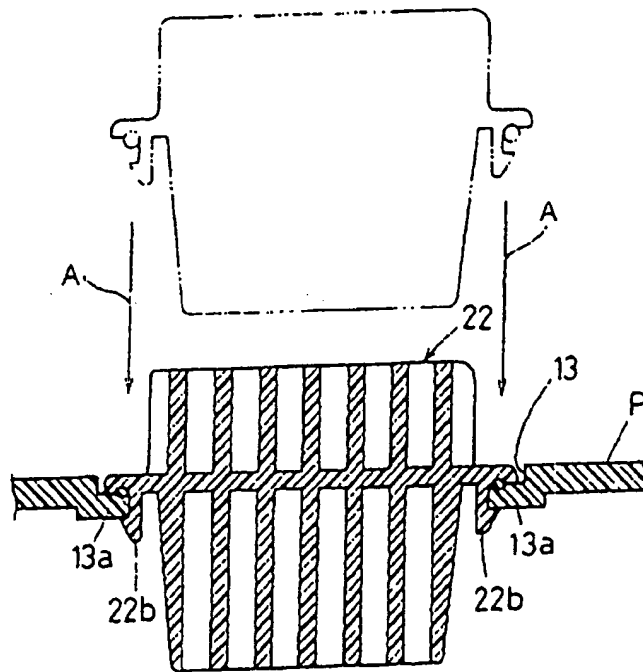
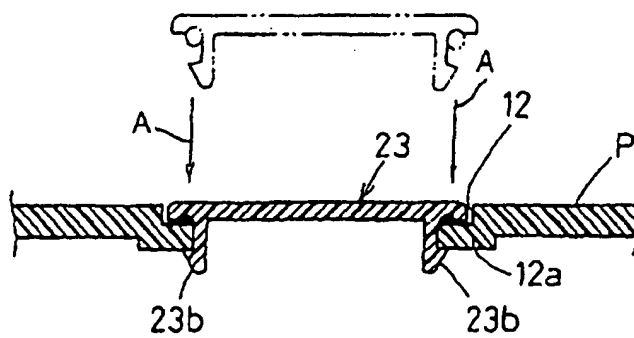


FIG. 24



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